

POTTER APPOINTS POTTSTOWN AIDS

Names Members for Upstate Committee of Pennsylvania Administration

DENY GOUGING CHARGE

Coal Concern Official Answers Accusation Made by Francis A. Lewis

William Potter, Federal fuel administrator, today appointed the Pottstown committee to assist him in distributing coal in that section.

Denial of the charge by Francis A. Lewis that the extra ton exacted by certain retailers is nothing short of a gouge on the public was emphatically given this morning by Frank F. Mathers, president of the Atlantic Fuel Company.

The "gouging" charge is defended by Mr. Mathers on the ground that it represents actual outlay by the dealers, due to the increased cost of labor now necessary to an employee.

The cost of this labor is not only twice what it was two years ago, Mr. Mathers stated, but it is of the shifting, here-today-gone-tomorrow type on which no reliance can be placed.

Little further progress appears to have been made toward any get-together conference between the Retailers' Coal Exchange and Francis A. Lewis, representing the Federal coal authorities for Philadelphia.

NEW LONG LOAF HERE; WAR BREAD SUSPECTED

Pretty Good, Though, Is Housewives' Verdict—Bakers and Chain Store Men Silent

Housewives in Philadelphia and its vicinity report they are purchasing a new long, narrow loaf of bread, which they believed to be a sample of the "war bread" urged recently on Philadelphia bakers.

Several of these loaves were said to have been purchased at branches of the American Stores Company, Samuel Robinson, president of the recently amalgamated stores, composed of the chain stores, had promised to make a loaf as cheap as practicable under the new regulations.

Robert H. Crawford, of Overbrook, an admitted foe of the American Stores Company, admitted he had not been at the conference of the national food administration.

Mr. Crawford would not state whether the combination stores, whose bakery is said to have a daily capacity of 2,000,000 loaves, had commenced experimenting with the new war loaf.

The new loaf is about sixteen inches long, rather dark and narrower than the usual loaf. No fault was found with the loaf, as it seemed to have met favor.

Mr. Martin frankly expresses the opinion that the proposed new organization would be "not precisely friendly" in his letter he outlines the history of the United Business Men's Association and decries that it has been "mysteriously successful" in its efforts to unite the various business and trade bodies of Philadelphia.

So far there has been no intimation as to whether this invitation will be accepted.

Russian Battleship Sunk in Riga Fight

Continued from Page One

The fighting activity in this sector and the repulse of Russian attempts to advance, there are thus growing that the German high command plans a smashing blow in the Riga sector while their naval forces make the landing on the group of islands in Riga Bay.

A Zeppelin joined with airplanes, warships and the land forces in the fighting yesterday.

Brisk naval fighting continues in the Gulf of Riga. The Germans announce success in a brush with Russian destroyers and torpedoboats north of Oesel.

The Russian battleship Slava was an old class 11 battleship of 13,516 tons and a length over all of 374 feet.

The fuel administrator finds vast quantity of bituminous stored in Cleveland

1,000,000 TONS OF COAL "CACHED"

Fuel Administrator Finds Vast Quantity of Bituminous Stored in Cleveland

WASHINGTON, Oct. 18.—The fuel administration has found approximately 1,000,000 tons of soft coal "cached" in the Cleveland district by private interests now obtaining a steady supply to meet present needs.

John P. White, president of the United Mine Workers and a member of the fuel administration, talked with divisional headquarters in the central district over the telephone today and urged that every effort be made to get the men to return to work.

That there is no need for a permanent organization of the presidents of the various trade, industrial and civic organizations of the city which cannot be filled and is not already being filled by the United Business Men's Association of Philadelphia is the opinion of Edward E. Martin, first vice president of that association.

Mr. Martin's letter was written in response to an invitation extended to Edward A. Noppel, president of the United Business Men's Association, to be present at the luncheon given at the Bellevue-Stratford on Wednesday for the purpose of effecting an organization of the heads of all the business and civic societies of the city.

SEES NO NEED FOR NEW BUSINESS MEN'S BODY

Vice President of United Association Says It Covers Field

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LINK PHILADELPHIA WITH HOG ISLAND SHIP PLANT

Contract for Improvement of Penrose Ferry Bridge Let by Department of Public Works

A contract for the improvement of Penrose Ferry bridge, which is the connecting link between the heart of Philadelphia and the proposed Hog Island shipbuilding plant, was awarded today by Director Datsman.

In order to facilitate the general work of preparedness, a roadway west of the bridge is being improved as rapidly as possible. This work will cost \$12,000.

Small Blast on Pier

INSURANCE MEN FIGHT EXCESS TAX

Mutual Life Concerns Hold They Are Exempt by Inference

NOMINAL CAPITAL ONLY

Fidelity Mutual and Penn Mutual Company Heads Deny Added Liability on Profits

Although mutual life insurance companies, which constitute perhaps two-thirds of all the life insurance companies doing business in this country, are not specifically exempted from the excess profits tax provision of the war revenue bill, they believe that they are exempted by inference since the excess profits tax is specifically applied to concerns which are stock-issuing institutions.

This "fact" exemption, if the mutual companies carry their point, will deprive the Government of millions of dollars of revenue, it is estimated. To achieve it, however, it is probable that each company will be obliged to bring a suit against the Collector of Internal Revenue to recover the 8 per cent additional tax which the war revenue bill assesses upon concerns having no capital or nominal capital.

FIDELITY MUTUAL DENIES LIABILITY

Walter Lee May, Fidelity, president of the Fidelity Mutual Life Insurance Company of this city, today took the view that the mutual life insurance companies were free from the excess profits tax provision. Of his scope of the law, Mr. May said that the companies represented in this city only two large ones, the Fidelity and the Penn Mutual, are local institutions.

"I cannot understand that the war excess-profits tax will apply to mutual insurance companies," said Mr. May, "because the law distinctly applies to capitalized concerns. We have no capital. We distribute our profits to our policyholders and our surplus is necessary to maintain the law of the policyholders' interests. So our surplus can in no way be accepted as capital.

Mr. May said that he was prepared to "go the limit" where any situation not to the Government's liking presented itself.

Doctor Garfield said that photographs had been taken of the coal stores in the Cleveland district and were in the possession of the fuel administration as evidence.

Doctor Garfield admitted today that the situation in the central coal fields, where some 20,000 miners already are on strike and other walkouts are threatened, "looks serious."

John P. White, president of the United Mine Workers and a member of the fuel administration, talked with divisional headquarters in the central district over the telephone today and urged that every effort be made to get the men to return to work.

PENN MUTUAL TO FIGURE

That the Penn Mutual will make a contest was indicated by I. K. Passmore, vice president of the company, when he said in the course of an interview.

"In times such as these we all want to pay our proper share of taxes, but we do not want to encourage an interpretation of the law which would impose an undue burden on companies of this kind. We have no capital stock and no profits. The company is operated solely for the benefit of its members."

The Penn Mutual, as well as many of the other companies of the same kind, was represented at Washington while the war revenue bill was in the making. Frederick H. Garrique, mathematician of the company, made the arguments to Representatives and Senators on various phases of the law affecting mutual life insurance companies.

NAVAL RESERVISTS QUELL STUDENT DEMONSTRATION

Followers of Man Expelled From Columbia Speedily Dispersed by Uncle Sam's Boys

NEW YORK, Oct. 18.—Forty naval reservists from a Government radio station marched through a street assembly of 1000 Columbia University students here and broke up a demonstration planned by the followers of Leon Sampson, expelled from Columbia for his anti-war attitude.

More than 500 persons witnessed the ceremony. A band played patriotic airs and the children of the Sunday school sang the national anthem. Rev. Walter B. Greenway, pastor of the church, delivered a stirring address on the boys who have joined the colors.

SUPPLY OF SUGAR SHORT; NATION NEARING FAMINE

Continued from Page One

Representatives were Earl D. Babst, president of the American Sugar Refining Company; William J. Jamison, of Arbuckle Brothers, and George M. Rolph, of San Francisco, who has administered this work under the food administration. To these were added a committee of American refiners.

Conferences were held in Washington and New York between representatives of the entire sugar refining industry and this committee, and a voluntary agreement was reached, under which the whole situation was to be handled. The refiners agreed not only to obtain their supplies of raw sugar under the direction of the international sugar committee, but they also agreed to sell refined sugar at a stipulated margin over the cost of the raw, plus the cost of refining.

New York was made the sugar center of the world. All the nations came there to make their purchases. They bought on a basis of cost of raw, plus cost of refinement, plus a reasonable profit to the refiners. The proper price of sugar was soon fixed as between seven and eight cents to the wholesaler. Former exorbitant prices developed by the operation of the law of supply and demand went tumbling. There has been no more twelve-cent sugar. If there is a sugar shortage it is solely by the retailer, whom the Wood administration does not reach.

The war had upset the natural conditions of the sugar market. The Central Powers were large producers of beet sugar, but they were excluded from world markets. The production of France, Belgium and Russia was reduced and the world's supply diminished. Transportation difficulties interfered with deliveries from certain parts of the world.

The producers of raw sugar of the United States came together and agreed on a price to the refiner. But the United States imports three-fourths of its raw sugar and has no authority over the producer's price. Most of it came from Cuba. Representatives of the Cuban output showed their willingness to sell raw sugar on the basis of a reasonable profit and not on the basis of the cost of production. The refiners agreed to accept this offer and an agreement was reached that meant the handling of the whole problem of sugar prices on the basis of fair profits.

The refiner sells his product to a wholesale grocery jobber through a broker, and in turn the jobber sells it to the retail trade. The margin of profit for the jobber and the broker, like that of the refiner, is limited by the food administration to a reasonable charge for the service. Speculation ceases to exist.

The best sugar interests announced in August that the crop which would be milled in the fall would sell for seven and a quarter cents. Cane sugar has been forced to meet that price, and it is assured that such will be the basis of prices for the coming season.

A million tons of sugar a year is produced in the United States. Three million tons is imported from Cuba, and about half a million tons from other sources, bringing the production up to 4,500,000 tons.

When the International Sugar Committee completed its survey of the situation, determined the supply of sugar available and definitely located it all, it was obvious that there was going to be a shortage before the new sugar came in. The War Trade Board placed an embargo on the exportation of sugar from the United States on the policy of preventing the complete depletion of a commodity needed at home.

The immediate shortage was estimated at 150,000 tons. If the United States was to get through the season that 150,000 tons must be found. The obvious way was to use less sugar. If the American public could be induced to save, the problem would be met. Since it has not been met, it is obvious that the public paid little attention to the admonitions against the use of sugar.

The whole shortage was not more than half a million tons. If the United States should reduce its consumption 10 per cent, that amount would be saved. Every American uses four ounces of sugar a day, against one-half an ounce on the part of citizens of France. This includes rich and poor, and the more prosperous individuals who read this may grieve as much as twenty residents of France. A reduction of one-third of the candy and sweet food consumption of this nation would have avoided the present emergency.

Into this situation was introduced a somewhat dramatic element. It was found that the French were virtually without sugar. The French soldier, however, at home, had the western front, has a ration of sugar. Every day he gets a little cone of sugar the size of that which would remain on the flat of a silver dollar if poured on it with a scoop. It is a little more than a table-spoonful. It is about half what the average American puts into his coffee at breakfast.

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The best-sugar crop in the West is just now being milled. Throughout the United States there are empty sugar bins yawning for it. The old crop is entirely gone and the Cuban crop will not be coming in for six weeks yet. The people west of the Mississippi are accustomed to using beet

to meet that price, and it is assured that such will be the basis of prices for the coming season.

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The new crop will flow into customary channels. The sugar boxes of the West will be filled first. There may never come to be a famine in sugar out there.

But the East depends entirely on Cuba and Louisiana. It will have to do without until their crops are in, though some beet sugar may get through. On the Atlantic seaboard the last two weeks in November will be bitter.

It is held by those who are studying the conduct of the American under war conditions that this should be a good lesson for him. He is entirely imprudent. He refuses to deny himself because of the war situation. Here he will have to do without something the loss of which will do him no injury. It will be a reminder to him of the fact that America is in the war and that war is a serious business.

The experts protest against the profligate use of sugar on the part of the average American. He eats six times as much of it as does the European. Great proportions of the public are grotesquely fat to their own injury because of sugar dissipation.

And all this time there is 800,000 tons of sugar in Java, on the other side of the world, stored away in warehouses, inaccessible to use because there are no ships to bring it to Europe. Great Britain cannot spare her ships in, though some beet sugar has forty ships idle in New York harbor that might be bringing this sugar from Java.

Holland is determined that she will have American wheat which the United States will never give her.

Once the famine is broken by the coming in of the new crop conditions will be comparatively favorable. There will still be a world shortage, but the sugar industry is now so well organized that it will probably be particularly well handled during the coming season.

If the sugar seems to be going too fast the manufacture of candy and syrups will be prohibited, as has already been done in Europe.

The prices for next year will be the same as they are now.

Alarm among Philadelphia housewives that the sugar situation in New York, where many dealers have set a one-pound limit per individual—would be duplicated here was allayed today.

No such restrictive measures as have been put into effect in New York are contemplated here, according to the American Stores Company, although sugar is scarce.

"There is a general scarcity of sugar, but we have not yet reached the point of a shortage," said an official of the company, which operates a chain of about 1200 stores. "The price will not go above 8 1/2 cents, if we can prevent it, and the public will get every pound of sugar that we have at the present price."

There will be no sugar on the Atlantic seaboard by November 1, according to John McE. Bowman, head of the National Food Administration's department of hotels, restaurants and dining cars. The new crop, however, will come to the rescue and prevent a protracted sugar famine.

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SUGAR SCARCE HERE, BUT DEALER ALLAYS ALARM

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Diamond Brooches. An interesting variety of the most fashionable designs at moderate prices. Very attractive is one of platinum—open-work effect—with eleven diamonds—\$175. S. Kind & Sons, 1110 Chestnut St. DIAMOND MERCHANTS—JEWELERS—SILVERSMITHS

Come and See the New Hudsons

Fall and Winter Models of Super-Six Closed Cars Now Ready for Inspection

This fall Hudson closed cars are more beautiful and luxurious than ever. The smartness and individuality of the limousines, town cars and the landaulets will appeal.

The motor world looks each year to Hudson for closed car mode. It is unnecessary to buy expensive custom-made bodies to secure exclusiveness of design. The variety of Hudson closed cars is large enough to avoid any possibility of their appearing commonplace.

This fall on the Avenue, the parkways and boulevards, observe the closed cars that pass. Hudsons predominate. We can give reasonably prompt deliveries on these new models, but selections must be made early.

Gomery-Schwartz Motor Car Co. 253 North Broad Street. Phone—Bell, Spruce 1068. Illustration of a vintage car with passengers.